

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: July 18, 2018

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Matt Urban
Sarah Large
Ron Crickard
Marc Laurin
Chris Turgeon
Ralph Sanders
Tim Mallette
Rebecca Martin
Ron Grandmaison
Jonny Findon-Henry
Zack Schmidt
Aaron Smart
Jacqueline Hozza
Tim Dunn
Jordan Parent
Mike Servetas
Wendy Johnson

ACOE

Mike Hicks

**Federal Highway
Administration**

**Jamie Sikora

EPA

Mark Kern

NHDES

Lori Sommer
Dale Keirstead

NHF&G

John Magee

**NH Office of Energy and
Planning**

*Jennifer Gilbert
*Samara Ebinger

Consultants/Public

Participants

Peter Walker
Jeremy Degler
Ben Martin

*only attended Warren, #41738 presentation

**only attended Salem-Manchester, #13933A Presentation

(When viewing these minutes online, click on an attendee to send an e-mail)

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH: *(minutes on subsequent pages)*

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NOTES ON CONFERENCE:**June 20, 2018 Natural Resource Agency Meeting Minutes**

Finalization of the June Natural Resource Agency Meeting Minutes were discussed. No edits had been provided. The group agreed that since Gino Infascelli was not in attendance they would like Sarah Large to inquire with him. Subsequent to the meeting S.Large reached out to G. Infascelli asking that he review the minutes by Friday July 27th and that if she had not heard back from him by close of business Friday she would finalize the minutes. The minutes have been finalized.

Piermont District 2

Minutes have not been provided to date.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Brentwood, #41892

A summary of the existing conditions and recent pipe failure was provided, namely that two existing 36" CMP culverts collapsed on March 24, 2018 and District replaced the culverts with two 24" HDPE on March 28, 2018 as a temporary fix until a permanent solution could be constructed. All agreed that preservation of the prime wetlands immediately downstream of North Road is required.

Two options for the replacement were presented by Tim Mallette: 1.) Two 56' long 48" diameter RCP culverts replaced at the same location or 2.) Two 50'+ long 48" diameter placed at a skew to avoid impacts to one of the properties on the inlet end of the culverts. The proposed twin 48" RCP culverts will meet the 50 yr. design flood estimate, and this size has a calculated capacity to pass the 100 yr. storm without overtopping the road. The permanent impacts will be kept to the minimum required to construct within the occupied footprint. Tim explained that proper bedding of the culverts will be key for success, and headwalls will not be used due to the bearing capacity of underlying marine silts and clays. Information was requested and needs to be included in the application to explain why the current condition overtops the road, as well as addressing Chapter 900 alternative design requirements. They may provide some shrub plantings to facilitate self-mitigating condition.

Ralph Sanders expressed why the project needs to be completed by the early fall of 2018. The twin 24" HDPE are undersized and a prior 3" rain event caused minor flooding of North Road in the late spring.

Matt Urban requested the permit be expedited so the permit could be issued early October 2018. Lori noted that DOT revise the priority list accordingly.

The natural resource group agreed with moving quickly to have DES approve authorize the permit by early October 2018. The prime wetland procedures need to be reviewed for a relief of the 28 day local hold and DOT will look into this issue.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Warren, #41738 (X-A004(728))

J. Findon-Henry presented a power-point presentation to the group (presentation attached). In summary: The project area (NH 118 in Warren near Breezy Point) experienced significant damage and partial loss of

function during a storm event listed as between October 29th and November 1th 2017 (Major Disaster Declaration approved on January 2, 2018).

The purpose of the project is to return this section of NH 118 to the pre-storm functionality. Currently the slope is untreated and generally sloped at greater than 2H:1V. There are concerns that further detrition could lead to the closure of NH 118. A closure of NH 118 would likely lead to hardship for the surrounding area (approximately 48 mile detour within school and fire districts). The preferred design is to build a retaining wall at the toe of the slope and backfill to the highway using stone to stabilize the embankment. In order to construct the project small machinery will need to be in the river and some tree removal will be required.

- C. Turgeon: Portions of NH 118 were repaired by NHDOT maintenance crews in November 2017; however, the slope repair area located adjacent to Breezy Point (41738 Project area) were considered beyond the scope of NHDOT maintenance crews.
- J. Findon-Henry: The 41738 Warren Project experienced funding delays which have contributed to overall project delays.
- General discussion involving the upstream and downstream impacts. It was noted that the objective of the project is to protect the NHDOT asset.
- M. Urban asks if mitigation can be waived since this is a declared emergency and project purpose is to return comparable service. L. Sommer would like some elaboration on the extent of the impacts and will follow up on whether or not mitigation is required. NHDOT will provide updated plans with subsequent wetland submittals.
- NHDOT: Current plan is to pursue a permit for the preferred design through the standard application process with priority being given during the application review process.
- A request to involve Jaimie Sikora (Federal Highway Representative) early on in the project since it is a Federal project was made.
- General discussion: It is likely that some tree removal will be required to facilitate Construction.
- J. Magee made a suggestion to look at other access points to see which would be the most reasonable.
- R. Martin provided an overview of the floodway and floodplain areas. If the proposed construction were to raise the current anticipated 100 year base flood elevation then a CLOMR would be needed. General consensus from the design team is that the proposed design will not likely increase the 100 year flood elevation but this needs to be confirmed. J Findon-Henry will calculate the anticipated net cross-sectional area adjustment value.
- S. Large on behalf of A. Lamb (Division of Resources and Economic Development – National Heritage Bureau) – No National Heritage Bureau concerns.

This project has not been previously discussed at the Monthly Natural Resource Agency Coordination Meeting.

Salem-Manchester, #13933A (A004(435))

Pete Walker presented the overview of the I-93 lane widening project (3 to 4 lanes) from Exit 1 in Salem to the border with Massachusetts (Contract A). Topics covered included a description of the project (1.7 miles, minor ramp modifications, northbound noise barrier near Haigh Avenue, & stormwater BMPS). Several maps were shown detailing the current project footprint in comparison to the footprint which was previously permitted and described in the SEIS from 2010. Additionally, resource impacts were discussed (Policy Brook, a tributary to Harris Brook, NLEB, exemplary natural communities [swamp white oak floodplain forest], and RTE species [meadow garlic, river birch, American eel, redbfin pickerel, & spotted turtle]), and Pete Walker stressed that coordination with the resource agencies would be ongoing. The possibility of adding a stormwater basin on the southbound side of I-93 with the inclusion of a stream

relocation of the tributary to Harris Brook was also discussed. The presentation ended with a description of potential stream & wetland impacts; wetland impacts resulting from Contract A would be substantially decreased from the level of impact anticipated in the previous I-93 wetlands permits. Specifically, under the current plan, total wetland impacts would decrease from approximately 3.9 acres to less than 0.5 acre. Stream channel impacts would also be reduced from 3,549 linear feet (2004 FEIS) to about 3,200 linear feet. It was stressed that these impact numbers are preliminary, as the design of this project is ongoing. The project is currently in a NEPA phase, but is on a very aggressive schedule.

Lori Sommer voiced concerns regarding the decrease in wetland impacts and what factors led to this decrease. Pete Walker replied that the project footprint has decreased compared to previous plans. For example, the proposed limits of grading have been substantially reduced relative to the permit plans, especially along the west side of the highway. Additionally, the previous permit application relied on old wetland mapping (largely aerial-based), whereas the new impact estimates use a field delineation completed by FB Environmental in 2017 which found substantially less wetland.

Mike Hicks asked about permitting, and if any new permits would be required. Pete Walker replied that the Section 404 permit from the USACE is still in effect, but updated impacts would be submitted. The NHDES Wetlands Permit has expired, and NHDOT would be submitting a new application for Contract A. A field trip to visit the Haigh mitigation site and the portion of the tributary of Harris Brook with the proposed basin was suggested by the DES.

Mark Kern asked to further discuss the stormwater BMP and the corresponding impacts to the tributary to Harris Brook. Lori Sommer asked about any alternatives to this BMP and voiced her concerns regarding a stream relocation and the accelerated timeframe of this project. Peter Clary explained that the location of the basin as planned is in a low area where stormwater will naturally flow. A discussion ensued regarding alternatives to this plan, including finding ways to discharge into Policy Brook where pollutant loading credits exist.

Jennifer Gilbert requested additional information about the location of any floodplains within the project area. Pete Walker provided an explanation of the location of floodplains and floodways in the area, and indicated that the Haigh Avenue mitigation project was intended to provide full mitigation for floodplain impacts in Salem.

The remainder of the discussion returned to the stormwater issue and the potential relocation of the basin, where Peter Clary discussed several options to explore to remove the BMP in question, including diverting flow to Policy Brook and constructing dry swales in the median. VHB will continue the project design process keeping these issues in mind.

This phase of the project has not been previously discussed at the Monthly Natural Resource Agency Coordination Meetings.